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RELEASED PER P.L. 102-526 (JFK ACT)
NARA 8012958 DATE 11/12/08

Reference copy, JFK Collection: HSCA (RG 233)

12 Mar 76

SELECT COMMITTEE TO STUDY
GOVERNMENTAL OPERATIONS
WITH RESPECT TO INTELLI-
GENCE OPERATIONS

Re: Charles E. Taylor

AFFIDAVIT

I, Charles E. Taylor, being duly sworn, hereby depose and say:

On November 22, 1973, I was assigned to the Washington Field Office of the United States Secret Service. On that date, ASAIC Floyd M. Boring of the White House detail, requested assistance from the Washington Field Office in providing security for the President's car (100-X) and the follow-up car (679-X) on their return to Washington, D.C. from Dallas, Texas. The Special Agent In Charge of the Washington Field Office, Mr. Harry W. Geiglein, charged me with the responsibility of providing security on these vehicles. I was advised by Mr. Geiglein that President John F. Kennedy occupied the rear seat of SS-100-X when he was assassinated and that SS-679-X was directly behind the Presidential limousine at the time of the assassination. I was also advised that these two vehicles were driven to Love Field, Dallas, Texas, for immediate transportation to Andrews Air Force Base, Washington, D.C.

At 8:00 p.m. on November 22, 1963, SS-100-X and SS-679-X arrived at Andrews Air Force Base on Air Force Cargo Plane No. 612373 (C-130-E), which plane was assigned to the 76th Air Transport Squadron from Charleston Air Force Base and piloted by Captain Thomason. The plane was taxied to a point just off of Runway 1028, approximately 100 yards from the Control Tower at Andrews AFB, and a security cordon was placed around the aircraft while these vehicles were being unloaded.

On the plane accompanying these vehicles were Special Agents Kinney and Hickey.

No objection to the release of this document

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The Presidential vehicles were driven under escort to the White House Garage at 22nd and M Streets, N.W., Washington, D.C., arriving at approximately 9:00 p.m. SS-100-X was driven by SA Kinney, accompanied by me, and SS-679-X was driven by SA Hickey, accompanied by Special Agents Keiser and Brett.

During the trip from Andrews Air Force Base to the White House Garage, I noted what appeared to be a hole in the windshield of SS-100-X. However, I never examined this apparent hole to determine if there had been any penetration of the glass, nor did I even get a good look at the windshield in well-lighted surroundings.

On arrival, SS-100-X was backed into the designated parking bin and SS-679-X, was locked and secured. Special Agents Keiser, Brett, and the reporting Special Agent effected security, assisted by White House Policement Synder and Rubenstal.

Since my responsibilities were strictly confined to the security aspects of the operations I was not involved in any phase of the examination of the Presidential limousine. The following are a result of personal observation and discussion with those more directly involved in the actual examination of the vehicle on the evening of November 22 and early morning of November 23, 1963.

At 10:10 p.m., Deputy Chief Paterni, ASAIC Boring, and representatives from Dr. Burkley's office at the White House, William Martinell and Thomas Mills, inspected SS-100-X.

At 12:01 a.m., November 23, 1963, the security detail was relieved by Special Agents Paraschos and Kennedy and White House Policeman J. W. Edwards.

At 1:00 a.m., as per arrangements by Deputy Chief Paterni, a team of FBI Agents examined the Presidential limousine. This team was comprised of Orrin H. Bartlett, Charles L. Killian, Cortlandt Cunningham, Robert A. Frazer, and Walter E. Frazer.

Mr. Orrin Bartlett drove the Presidential vehicle out of the bin. The team of FBI Agents, assisted by the Secret Service Agents on duty, removed the leatherette convertible top and the plexi-

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glass bubbletop; also, the molding strips that secure the floor matting, and the rear seat. What appeared to be bullet fragments were removed from the windshield and the floor rug in the rear of the car.

The two blankets on the left and right rear doors were removed, inspected, and returned to the vehicle. The trunk of the vehicle was opened and the contents examined, and nothing was removed. An examination was made of the back seat of the car and the floor rug, and no evidence was found. In addition, the agents removed what appeared to be bullet fragments from what I then thought was a hole in the windshield. The team of agents also noted that the chrome molding strip above the windshield, inside the car, just right of center, was dented. The FBI Agents stated that this dent was made by the bullet fragment which was found imbedded in the front cushion.

During the course of this examination, a number of photos were taken by this search team. They concluded their examination at 4:30 a.m. and the car was reassembled and put back in the storage bin.

At 8:00 a.m. on November 23, the security detail was relieved by Special Agents Hancock and Davis and White House Policeman J. C. Rowe. SA Gonzalez relieved SA Hancock at noon and at 4:00 p.m., Messrs. Fox and Norton, Protective Research Section, photographed the Presidential limousine. At 4:30 p.m., SA Gonzalez contacted SAIC Bouck and Deputy Chief Paterni and, at their request, the flowers, torn pieces of paper, and other miscellaneous debris were removed from the floor of the rear of the car (SS-100-X) and taken to the Washington Field Office. At that time, the special detail securing the Presidential limousine and the follow-up car was discontinued.

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In my contemporaneous report dated November 27, 1963, on the measures taken to effect security of the Presidential limousine SS-100-X and the follow-up car 679-X, I referred to a "hole" in the windshield from which what appeared to be bullet fragments were removed. However, it was not until December 19, 1975, at the National Archives that I ever examined the windshield -- or even got a close look in well-lit conditions.

The windshield I examined at the Archives had several large cracks extending the height and width of the glass. There was also a circle marked in red wax pencil which enclosed a portion of the windshield. This circle contained cracks emanating from a focal point. To the best of my recollection -- as aided by contemporaneous FBI photographs of the windshield shown to me by members of the Senate Committee, I have no doubt that the cracks contained in the circle -- cracks in the inner layers of the glass only, are the ones I noticed on the trip from Andrews Air Force Base (AAFB) described above. It is clear to me that my use of the word "hole" to describe the flaw in the windshield was incorrect.

I also wish to state at this time that I have never seen nor have any firsthand knowledge that the photographs which I referred to in my contemporaneous report were, in fact, color photographs.

Other than the two points which I have clarified above, my report dated 11/27/63 is true and accurate to the best of my knowledge.

Signed: Charles E. Taylor, Jr.

Sworn before me this the 12th day of March, 1976.

Ms. Lois Cottrell – Notary Public

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Reconstructed document

Record Number 180-10099-10390 Agency File Number 002528

Originator-WC
From: Taylor, Charles E.
To:
Date: 11/27/63
Pages: 4
Subjects: Kennedy, John, Autopsy
Evidence, Medical
Wound Ballistics
USSS
Date of release: 12/16/93

Contents: Secret Service Report dated 11/27/63 by Agents Charles E. Taylor, Jr. and Harry W. Geiglein on investigation of clues found in the Presidential limousine.

Document follows in full.

ORIGIN: White House Detail OFFICE: Washington, D.C.
FILE NO.: CO-2-34,030
TYPE OF CASE: Protective Research STATUS: Closed
INVESTIGATION MADE AT: Washington, D.C.
PERIOD COVERED: November 22-23, 1963
INVESTIGATION MADE BY: SAIC Harry W. Geiglein
SA Charles E. Taylor, Jr.
TITLE OR CAPTION: Assassination of President John F. Kennedy

SYNOPSIS

This report relates to the measures employed to effect security of the President's car, 100-X, and the follow-up car, 679-X, on return from Dallas, Texas, following the assassination of President Kennedy.

DETAILS OF INVESTIGATION

This investigation was initiated on November 22, 1963, following receipt of instructions from ASAIC Floyd M. Boring, White House Detail, that steps be taken to effect security of the President's car (100-X) and the follow-up car (679-X) on their return from Dallas, Texas. President John F. Kennedy occupied the rear seat of SS-100-X when he was assassinated, and SS-679-X was directly behind the Presidential limousine at the time of the assassination. There two vehicles were driven to Love Field, Dallas, Texas, for immediate transportation to Andrews Air Force Base, Washington, D.C.

Following the arrival of President Lyndon B. Johnson and the remains of President Kennedy at Andrews Air Force Base, the reporting Special Agents conferred with Captain Milton B. Hartenblower, Duty Operations Officer, and Lt. Colonel Robert Best, Provost Marshal, Andrews Air Force Base, to arrange for landing instruction of the Air Force cargo plane transporting the subject vehicles and to escort these vehicles from Andrews Air Force Base. Also, arrangements were made with the U.S. Park Police for motorcycle escort of these automobiles to the White House Garage.

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REPORT MADE BY: /s/ Charles E. Taylor, Jr. DATE: 11/27/63
Charles E. Taylor, Jr.
APPROVED: /s/ Harry W. Geiglein DATE: 11/27/63
Harry W. Geiglein
SPECIAL AGENT IN CHARGE: Harry W. Geiglein

At 8:00 P.M. on November 22, 1963, SS-100-X and SS-679-X arrived at Andrews Air Force Base on Air Force Cargo Plane No. 612373 (C-130-E), which plane was assigned to the 78th Air Transport Squadron from Charleston Air Force Base and piloted by Captain Thomason. The plane was taxied to a point just off of Runway 1028, approximately 100 yards from the Control Tower at Andrews AFB, and a security cordon was placed around the aircraft while these vehicles were being unloaded.

On the plane accompanying these vehicles were Special Agents Kinney and Hickey.

The Presidential vehicles were driven under escort to the White House Garage at 22nd and M Streets, N.W., Washington, D.C., arriving at approximately 9:00 P.M. SS-100-X was driven by SA Kinney, accompanied by SA Taylor, and SS-679-x was driven by SA Hickey, accompanied by Special Agents Keiser and Brett.

On arrival, SS-100-X was backed into the designated parking bin and SS-679-X was parked a few feet away. A plastic cover was placed over SS-100-X and it was secured. The follow-up car, SS-679-X, was locked and secured. Special Agents Keiser, Brett, and the reporting Special Agent effected security, assisted by White House Policemen Snyder and Rubenstal.

At 10:10 P.M., Deputy Chief Paterni, ASAIC Boring, and representatives from Dr. Burkley's office at the White House, William Martinell and Thomas Mills, inspected SS-100-X.

At 12:01 A.M., November 23, 1963, the security detail was relieved by Special Agents Paraschos and Kennedy and White House Policeman J. W. Edwards.

At 1:00 A.M., as per arrangements by Deputy Chief Paterni, a team of FBI Agents examined the Presidential limousine. This team was comprised of Orrin H. Bartlett, Charles L. Killian, Cortlandt Cunningham, Robert A. Frazier, and Walter E. Thomas .

Mr. Orin Bartlett drove the Presidential vehicle out of the bin. The team of FBI Agents, assisted by the Secret Service Agents on duty, removed the leatherette convertible top and the plexi-glass bubbletop; also the molding strips that secure the floor matting, and the rear seat. What appeared to be bullet fragments were removed from the windshield and the floor rug in the rear of the car.

The two blankets on the left and right rear doors were removed, inspected, and returned to the vehicle. The trunk of the vehicle was opened and the contents examined, and nothing was removed. A meticulous examination was made of the back seat to the car and the floor rug, and no evidence was found. In addition, of particular note was the small hole just to the left of center in the windshield from which what appeared to be bullet fragments were removed. The team of agents also noted that the chrome molding strip above the windshield, inside the car, just right of center, was dented. The FBI Agents stated that this dent was made by the bullet fragment which was found imbedded in the front cushion.

During the course of this examination, a number of color photos were taken by this FBI <"FBI" inserted in longhand with an arrow> search team. They concluded their examination at 4:30 A.M. and the President's car was reassembled and put back in the storage bin.

At 8:00 A.M. on November 23, the security detail was relieved by Special Agents Hancock and Davis and White House Policeman J. C. Rowe. SA Gonzalez relieved SA Hancock at Noon and at 4:00 P.M., Messrs, Fox and Norton, Protective Research Section, photographed the Presidential limousine. At 4:30 P.M., SA Gonzalez contacted SAIC Bouck and Deputy Chief Paterni and, at their request, the flowers, torn pieces of paper, and other miscellaneous debris were removed from the floor of the car (SS-100-X) and taken to the Washington Field Office. At that time, the special detail securing the Presidential limousine and the follow-up car was discontinued.

DISPOSITION
This case is closed with the submission of this report.

CET:mkd